

Hongkong, May 14, 1919

Intimations.

G. FALCONER & CO., LTD.
WATCH MAKERS, JEWELLERS AND OPTICIANS.
GOLD WATCH BRACELETS.
BROOCHES, RINGS AND PENDANTS

IN
GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAT
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE.

WE solicit your kind patronage of our leading blends of
WINES AND SPIRITS.

ONLY the very best kept at prices that astonish our rivals.

A Trial will convince you that THE HOUSE that
supplies your needs is the

WING ON Co.,

TELEPHONE 189. CONNAUGHT ROAD.
Hongkong, August 15, 1910.

THE KWONG HIP LUNG CO. LTD.

(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 300 foot long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Shun-Sui-Po, Kowloon, Hongkong. Telephone No. K.9.
Estimates furnished on application. WONG PING WA, Manager.
Hongkong, April 1, 1912.

IALINE

REGISTERED TRADE MARK

SURT, BOULTON AND HAYWOOD LTD., LONDON.
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVA-
TORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL
CARBORIC DISINFECTING FLUID,
THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE
USE, A LUTION OF 2 PER CENT. BEING SUFFICIENT.
Recommended by Sanitary Authorities.
Government Analysis at Buyers' Disposal.

SOTOR.

AVENARIUS' WORLD-KNOWN COPPER PAINT.
For the Bottoms of Vessels and Boats and for the Coatings of
all Wooden Structures of Wharves and Docks. Penetrates deep
into the wood, thus rendering same immune against attacks of
the Terebo, Barnacles Marine Growths, etc.

Sole Agents:

MELCHERS & Co., Hongkong & China.

DINNEFORD'S
MAGNESIA
The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

THE CHINA MAIL**COMBINED COLOURED
TYPHOON MAP & GUIDE**

showing tracks and daily progress of the big Typhoons
during the last twenty years.
And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL OFF.

Intimations.

MITSU BISHI GOSHI KWAISH
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA.
SIMA, OCHI, MUTABE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
and KAMIYAMADA Collieries.

AGENTS for RISTIDAKE & SAKITO
COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka, Otsu,
Shanghai, Hongkong, Hankow.

Tel. Address for above: MIWASAKI.
Codes:—A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINTANG: Messrs Gearing &
Co.

MANILA: Messrs Macondray &
Co.
SINGAPORE: Messrs Borneo Co
Ltd.

For particulars, apply to:
Y. SHIBUYA,
Manager,
No. 2, PADANG STREET,
HONGKONG.

WATKINS, LIMITED.
(In Liquidation).

I have this day signed an Agreement
for the sale of the above Company's
business to **MR. CHAN A. FOCK.**
E. A. M. WILLIAMS,
Liquidator,
Watkins, Ltd. (In Liquidation),
11, Market Street, Hongkong.
Hongkong, July 29, 1912.

HONGKONG GUN CLUB.

THE CHAMPIONSHIP will be shot for
on SATURDAY, Aug. 3rd, at 4 p.m.
The Club will be "AT HOME" to its
Friends, and Ladies are cordially invited.
A. P. DASHWOOD,
Hon. Secretary.
Hongkong, July 29, 1912.

In the Matter of THE COMPANIES
ORDINANCE No. 1 of 1845,
and
In the Matter of GEO. FENWICK &
COMPANY, LIMITED (In Liquidation).

NOTICE IS HEREBY GIVEN in
pursuance of Section 178 of the
Companies Ordinance No. 1 of 1845 that
a GENERAL MEETING of Members of
the above-named Company will be held at
the Office of the Liquidators, No. 5,
Queen's Road Central, at 12
o'clock Noon on WEDNESDAY, the 31st
July, 1912, for the purposes provided for
in the said Section.

PERCY SMITH, SETH & FLEMING,
Liquidators,
5, Queen's Road Central.
Hongkong, July 19, 1912.

**INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.**

THE TRANSFER BOOKS of the
Company will be CLOSED from TO-
DAY, the 1st July, THURSDAY, 1st
August 1912, (both days inclusive), during
which period no transfer of Shares can be
registered.
By Order of the Board of Directors,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, July 11, 1912.

Scientific Optician

STYGLASSES & SPECTACLES
\$2.00 Upwards.

G. E. M. HALES,

Old Post Office Building,
Opposite HONGKONG HOTEL.

Eyes Examined.

Hongkong, June 22, 1912.

NOTICE

HONGKONG & CHINA GAS CO., LD.

THE unexpected demand for GAS
COOKING STOVES has exhausted
the Company's stock of new stoves.
More are being telegraphed for, and
intending customers for same are requested
to furnish their names and addresses to
the Company so that no undue delay will
arise in fixing the stoves when they arrive.
GEORGE CURRY,
Local Secretary.

Gas Office, Hongkong,
9th July, 1912.

'ALMA' CIGARETTES

are manufactured by hand from the small leaves only of
the finest Turkish and Virginian Tobaccos.

'ALMA'

'SULTAN' Turkish \$3.00 per 100.

'ISIS' Virginian - \$1.75 per tin of 100.

By Special Decree Cigarette Makers to
H. H. The Khedive.

FRESH STOCKS JUST ARRIVED**ALMA Cigarettes Co., Ltd.,**

94, St. Martin's Lane,
LONDON.

**A TRIP TO NORTHERN SIBERIA
IN EARLIER DAYS.**

(Specially written for the "CHINA MAIL.")

We left Vladivostok on the 20th May,
1906, bound for Nicolaievsk on the Amur
River and were glad to leave as the place
seemed bathed in perpetual fog for the
10 days we had remained in port. Con-
stantly up towards the Gulf of Tartary
was an anxious undertaking as the coast
line was badly charted and extended
much more to the Eastward than was
actually shown. On the second night
after leaving Vladivostok we found our-
selves in close proximity to high cliffs
which we first discovered by the echo
given from the fog whistle. Proceeding
cautiously, we made the outline of the
coast on our port beam, and saw a flare
proceeding from a steamer which proved
to be the "Amur" and had left Vladivostok
a few hours before us. We approached
as closely as we dared and sent our boat
over to see if we could be of any assist-
ance and were requested to stand by
until daylight and see if it were possible
to tow her off. Unfortunately for our
steamer, when daylight arrived, we
noticed the wrecked steamer was adrift
and backing out with her engines. So
with a farewell message asking if assist-
ance was required, we resumed our voy-
age and by that evening had run clear of
the fog bank into glorious spring weather.

The following morning we made (as
they say) and anchored in a lovely shel-
tered spot, enclosed by low hills covered
with pine trees. All steamers bound to
the Amur have to call here for a pilot
and, as in our case, have sometimes to
wait several days before getting one.
The pilots are Petty Officers from the
Russian gunboats who are detailed for
this work and are glad to undertake it
for the sake of the extra pay attached.
They live, whilst waiting, in a rough
wooden hut, and are only available dur-
ing the four summer months the Amur
is open to traffic. We found we had
three days at least to wait, so prepared
to have a look at the country.

First we paid a visit to the cable
station and found it in charge of a
somewhat old Russian, who, with his
daughter, lived in this secluded spot. His
glories might well compensate them for
their self-imposed exile, at least during
the summer months, although I expect
the winter would tell a different tale.
The station was situated in a little dell
where the ground around was smothered
with wild flowers of every description:
yellow narcissus nodding by the little
brook which meandered down to the sea,
violet and blue bells covering the slopes
surrounding. From the top of one of the
highest hills the view was magnificent,
miles of undulating country covered with
pine and other trees, whose shades of
green varied from deep olive to bright
emerald. To one whose knowledge of
woodcraft is somewhat limited, it seemed
as if fortunes were facing him, waiting
the hand of man. The woods were full
of life and the air full of the sound of
warbling birds. Here is the only place
outside of Europe that I've heard the
cuckoo.

After three days of wandering and ex-
ploring in this delightful country we suc-
ceeded in getting a pilot and proceeded
on our journey Northwards. Our next
port of call was Alexandrovsk, a small
sea port on the Western Coast of Segha-
lien Island and practically the head con-
vict settlement, where the worst and
most dangerous criminals are sent. Our
cargo was principally salt for here, and
all the work of discharging was done by
convicts brought off from the shore for
this purpose. They were brought off
under a guard of Russian soldiers armed
with rifles, and were all handcuffed until
they reached the steamer. They were
great thieves, and had to be watched very
closely whilst in the holds, as we had a
very mixed cargo of stores for the Rus-
sian Government. The many stories I've
heard and read regarding the cruelty used
to Russian convicts was not borne out by
actual experience; the men seemed per-
fectly contented and even happy—or it
may have been callousness—for when
they left in the evening, as they pulled
ashore they sang away quite cheerfully;

which does not coincide with one's ideas
of cruelty and the knout. They were fed
on a kind of skilly, composed of biscuits,
salmon and any other odds and ends,
which was really a rich, nutritious food.
Talking with the officer in command of
the garrison he said they had extremely
little trouble, and that the men were
mostly resigned to their lot, as the labour,
which consisted of working the coal
mines, was not made arduous and the
men were well fed; although all of them
were life sentence prisoners and had prac-
tically no hope of being released.

Not being allowed on shore I can't
describe the country, but from the vessel
it appeared high and mountainous, and
might have been a duplicate of Yezo
Island, Japan.

We left that evening and started on
the last and worst half of our journey to
the tortuous Saghalien Gulf, which is a
maze of sand banks and requires very
skillful knowledge and navigation. The
Russian Government at the commence-
ment of the season fixed a few beacons
near the worst parts for the guidance of
the pilots, so we were successful in reach-
ing the mouth of the river, and crossing
the bar without mishap. There were still
a few floating pieces of ice, but not of
sufficient size to be dangerous. Our pro-
gress was necessarily slow and it was
the second day after leaving Alexan-
drevski before we finally moved in the
river opposite Nicolaievsk.

The town lies on the left hand side of
the river and was of very primitive con-
struction, consisting principally of the
garrison buildings, with a few stores and
private dwelling houses. The buildings
were built entirely of timber and very
strongly constructed with double windows
to keep out the intense cold of the winter
months, when the thermometer drops
rapidly below zero and the country is
snow and ice bound. The total popula-
tion could not have exceeded one thou-
sand, principally Russian troops, inter-
spraved with the ubiquitous Chinaman
and a few aborigines although one could
hardly call the latter inhabitants, as they
lived in camps and wandered from one
spot to another, as their spirits willed.
They were a curious race, called Kutchuk
by the Russians, having a great resem-
blance to the Indians of North America,
both in features and habits, although of
shorter stature.

Fishing seemed to be the principal in-
dustry and for a few biscuits one could
always get two or three salmon. One
could not help being struck with the
enormous waste of salmon which took
place, when the spawning season was on
and the river was teeming with this
kingly fish. The Indians set stake traps
for them which as the tide would leave
a glistening mass of seals beauties.
These would be rapidly cleaned and
stacked ready for use, but often one
would see dozens of fish lying on the
banks which they considered either too
small, or were too lazy to clean and so
were left to rot or become food for
scavenging dogs.

The country around Nicolaievsk had
much the same characteristics as that of
Castro Bay, low, undulating hills cover-

(Continued on page 3.)

**The Man Who
Gets There**

Is the man who has blood—
real rich red blood and
plenty of it—in his body.

**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**
makes blood—lots of it—life-
giving, brain nourishing,
strength replenishing blood.

OF ALL CHEMISTS

Price: \$1.25 and \$2.25.

Ocular Headaches.

80% of headaches are Ocular
Headaches—caused through
some defect of vision. If your
headache is so caused, you will
never be cured until you wear
scientifically fitted glasses to
correct the defect.

Let us Test your Sight and
MAKE CERTAIN.

CLARK & Co.
SCIENTIFIC OPTICIANS
107, BLOOMINGDALE ST.
HONGKONG



Hongkong, June 24, 1912.

Intimations.

THE EDWARD DISPENSARY,
C. KAMMING & Co., Ltd.
Chemists and Druggists.

**GREAT REDUCTIONS IN
PRICES.**

PRESCRIPTIONS ACCURATELY
DISPENSED.
Pure Drugs, Patent Medicines, &c.

62A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 20, 1912.

水汽水力逼士

THIS WONDERFUL SYPHON
Makes Mineral Water instantly at 90
cents a dozen Syphons. Anyone can do it.
Failure is impossible. And you can save
50 per cent by making your own Mineral
Waters at home with this

**'PRANA'
SPARKLET SYPHON,**

which has a lifetime and
can be purchased from any
Chemist or Stores.

PRICE:—\$2 Each.

BULBS at 90 cents per
Box.

WHOLESALE PRICE:—
SYPHONS per doz.
\$16.00 f.o.b.

BULBS per doz. boxes
\$8.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Voeux Road Central,
HONGKONG.

**行發總
行生廣港香
司公限有**
Hongkong, July 8, 1912.

**THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.**

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

**J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.**

New Insurance Paid for... \$2,267,500
Outstanding Insurance amounts
to... \$282,653,220
Assets amount to... \$104,068,655
Surplus amounts to... \$17,828,780
Dividends to Policyholders
1910... 10,975,157
Total paid Policyholders 1910... 53,439,360
Total Expenses for 1910... 10,392,072
Gross earnings from Interest
and Rents for 1910... 21,616,528
Gross rate of Income from
Investments 1910... 4.437
Hongkong, Feb. 23, 1912.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**

IN WHICH ARE VESTED THE SHARES OF
**THE OCEAN MARINE INSURANCE
COMPANY, LTD.,**
and
**THE RAILWAY PASSENGERS
ASSURANCE CO.**

TOTAL FUNDS AT 31st DECEMBER, 1911,
£22,561,268.

Authorized Capital £6,000,000
Subscribed Capital £4,000,000
Paid-up Capital... £2,437,500
Fire Funds... 3,896,114
Life & Annuity Funds... 16,156,160
Sinking Fund Account... 88,512

Revenue Fire Losses... 2,667,158
Life and Annuity... 1,973,260
Revenue Marine Department... 262,602
Other Receipts... 430,193

**SAVARESS'S
SANTAL
CAPSULES**

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are held in trust
for the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO
Agents

'Want' Advertisements

PREPAID

\$1 per inch... 3 insertions.
\$2 One week.

WANTED:

BY European Firm doing large business
in Imports and Exports, a COM-
PRADORE Cash Security of at least
\$50,000 required.
Apply to
C/o 'CHINA MAIL' Office.
Hongkong, July 29, 1912.

WANTED:

ASSISTANT for an Aerated Water
Factory: some knowledge of ma-
chinery, and experience in handling Chinese
labour essential.
Apply
C/o 'CHINA MAIL' Office.
Hongkong, July 29, 1912.

TO LET

FURNISHED FLAT, Kowloon, for 10
months from 1st September. Reply
to
Care of 'CHINA MAIL' OFFICE.
Hongkong, July 29, 1912.

FOR SALE.

ABOUT 500 lbs. ENGLISH TYPE
Clarendon and Nonpareil (Modern),
complete found, including galleys.
In good condition. Send offers to
'TYPO',
Care of 'CHINA MAIL' Office,
Hongkong, March 21, 1912.

FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMBERT.

Hongkong, June 7, 1910.

MILNERS'

SAFES

AS SUPPLIED TO THE

PRINCIPAL BANKS

AND

BUSINESS HOUSES.

GEO. P. LAMBERT.

Agent.

Hongkong, May 30, 1911.

CREAM

FRESH AND WHOLESOME

Skim Milk

Refreshing Summer Beverage.

THE DAIRY FARM CO., LTD.

Hongkong, Seven Bar 17, 1910.

SAVARESS'S

SANTAL

CAPSULES

PHYSICIANS RECOMMEND THEM

MADE IN LONDON—OF ALL CHEMISTS

SAN MIGUEL BREWERY, MANILA.

SOLE AGENTS FOR HONGKONG:

A. S. Watson & Co., Ltd.

| | |
|------------------|--------|
| PILSENER BEER... | \$2.50 |
| DOUBLE BOCK... | \$2.50 |
| GOLD RIBBON... | \$2.70 |
| CERVEZA NEGRA... | \$2.70 |

The above Beers, brewed by the well-known San Miguel Brewery of Manila, are **LIGHT**, very **PALATABLE** and **REFRESHING**, and can be recommended as the finest of their kind on the market.

A. S. Watson & Co., Ltd.,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

NEW VICTOR RECORDS

Just Received.

NEW

VICTOR

RECORDS

Inspection
Invited.

SOLE DISTRIBUTERS

S. MOUTRIE & Co.,

LIMITED.

Hongkong, April 16, 1907

Powell's

MILLINERY - -

DEPARTMENT

NEW STOCK OF

SEMI TRIMMED

and

UNTRIMMED HATS

\$2.50 TO \$15.00

A LARGE SELECTION

The Latest Styles.

Wm. Powell, Ltd.

THE CHINA MAIL

PYPCOON

MAP and

GUIDE

Enables one to locate the centre of a Typhoon.

BOUNDED ON CARDBOARD AND
TAPED FOR HANGING.

Price 40 Cents.

From the China Mail Office.

every respect to take her part in the terrific strain modern conditions demand. The passing of Japan from what we have called—and rightly we believe—a state of pure Feudalism to the organised capitalistic state dominant during the past century is one of the most remarkable of social phenomena—remarkable chiefly for the rapidity by which it was accomplished and for the completeness by which it was attained. Some people may look wistfully back upon Japan's life and conditions previous to the reign of the Emperor Mutsuhito and see in the present condition of Japan and in its probable future prospects nothing to compensate for the loss of an undoubtedly more uniform state of well-being for the problematical gain of greater position according to modern ideas of greatness. Probably Japan may yet look back regretfully to her insular seclusion, with its fascination and its pleasing charm of by-gone days, disturbed only by those internal ebullitions of a high-spirited people failing to realise the sweet placidity of their existence compared with the turmoil existing elsewhere. With the accession of the late Emperor, Japan embarked for good or for evil upon the stern path of modern progress; and took her place among the "civilised" nations. What that step meant for Japan is well-known, for from her obscure position she became one of the world's potent factors, paving her way to that position by defeating China and Russia, annexing Formosa, subjugating Korea, and securing a firm foothold in Manchuria. All this and more was done during the lifetime of the late Emperor and though perhaps he had little personal share in the achievement, his name will undoubtedly go down in the records of Japan as the monarch who guided the destinies of his country from Feudalism to a state of splendour and power.

The China Mail

HONGKONG, TUESDAY, JULY 30, 1912.

THE LATE EMPEROR OF JAPAN.

AFTER an illness extending some sixteen days, the Emperor of Japan has been gathered to his fathers. The progress of his Majesty's illness has been watched with sympathetic interest the world over and the anxiety of the Japanese people in their sorrow and in the calamity that has now befallen them has been the source of sincere regret throughout the world. By none will Japan's loss be more sincerely condoled than by the British, whose admiration of the late Emperor was based upon the knowledge that from him much of the later greatness of his Empire had been derived. Varied as the vicissitudes of the life and times of many of his predecessors had been, none of them had passed through any such transition as that through which the Emperor Mutsuhito had passed. Born in the year 1852, when the great transition to which Japan had reached was just about to be entered into with all seriousness and in a manner which admitted of no return to the old ways, the late Emperor saw his country pass through a crisis the nature of which was wonderful in many respects; and pass into it and grapple with it in a way as wonderful—perhaps the most wonderful that ever was beheld for rapidity of transition from a period of pure Feudalism with all its primitive elements—many of them admirable—to a state of organised labour, with all its ramifications—many of them by no means productive of the greatest good for the greatest number. Unquestionably Emperor Mutsuhito's immediate predecessor had an even greater task to accomplish, but the role which Mutsuhito was called upon to perform was that of the first Constitutional monarch of Japan, and with that marvellous assimilative power, so general among the Japanese, he not only cast aside all traces of Feudalism from his position and from his country, but did much towards bringing it into the first rank of the great Powers fully equipped in

NEWS OF THE DAY.

H.M.S. Prometheus completed her repair trial yesterday and will sail on July 31st.

The Hongkong Gun Club will hold its shoot for the championship on Saturday, August 3rd. The Club will be "At Home" to friends on that date, and ladies are cordially invited.

James Wylie started to swim the Channel from Cape Giriaes at 4.50 a.m. on a recent Sunday, but gave up the attempt after two hours and a half owing to bad weather, the tug which accompanied him being nearly swamped.

It is stated that the Kishimoto Steamship Co. of Kobe, who have recently purchased the Danish steamer Siam, and other local companies, will shortly be in the market for more second-hand tonnage amounting in all to 70,000 tons.

The Mitsui Bussan Kaisha have recently purchased the British steamer Indravelli at Yokohama. The purchase price is stated to be £28,000 sterling. Built in 1897 at Glasgow, the Indravelli is a steel steamer of 4828 tons gross.

The next "Grand Variety Entertainment" at the Palace Theatre, Mount Austin, will take place, weather permitting, on Saturday, 10th August. Booking as usual will be at Messrs S. Moutrie and Co., Ltd., and will open on Wednesday, the 31st. July, at 2 p.m.

A bank has been established at Okubama, Toyotama-gori, Tokyo, under the name of the Senoo Commercial Bank, with a capital of 500,000 yen. The President is Mrs. Senoo Kin, sixty-nine years of age, and the seven other shareholders of the bank are her relatives, with her eldest son as managing director and his wife as auditor.

A contract for ten years has been concluded between the Postmaster General of the United States and the Oceanic Steamship Company for the carriage of mails between San Francisco and Australia. The contract stipulates that the company must provide a mail once every 28 days and the service must be a direct one with calls at Honolulu and Pago Pago.

The ceremony of "Trooping the Colour" will be performed by the 1st Bn. The King's Own Yorkshire Light Infantry on the Hongkong Cricket Club Ground at 9.15 a.m. on August 1st, on the occasion of the 153rd anniversary of the Battle of Minden. His Excellency the Governor has kindly consented to take the Salute.

NEWS OF THE DAY.

There were 401 European and 777 Chinese visitors to the City Hall Library and 143 European and 3,398 Chinese visitors to the Museum during the week ending July 28th.

A Chinese was sent to prison for six weeks for the theft of fifteen cents. He was observed by an Indian watchman as he was taking the money from the pocket of a man who was looking in a shop window.

The United States Bureau of Navigation reports 18 steel steamers of 17,430 tons gross built in the United States during the month of May. The two largest were one of 3,335 tons and one of 3,140 tons.

The Japanese training ship Paseti Maru, carrying 125 graduates of the Mercantile Marine School, left Yokohama on July 19 for a trip round the world. It is expected that the voyage will occupy about fourteen months.

It has been decided to place the three steamers Kitaku Maru, Rajun Maru, and Maori Maru on the South Sea line in October. The vessels will sail from Kobe, calling at Hongkong, Singapore, Batavia, Suva, and Samoa on the outward, and Saigon, Hongkong and Taiwan homeward.

Two batches of ten men were charged with "going to the day" on the 29th, who were represented by Mr. Needham, were remanded for a week, and the others, who were arrested in a restaurant at West Point, were discharged. Mr. W. E. L. Sheldon defended them.

The steamer Asla, of the Russian East Asiatic Fleet, has been purchased by Messrs. Ivaki of Chelou. The ship, formerly the "Tabor", was of 2,418 tons gross and was built in 1890 by Messrs. Aitken and Mitchell, Glasgow, with dimensions 320 x 30 x 20 ft. The vessel will, it is understood, trade on the Gulf of Pechili.

Negotiations are reported to be in progress for the acquisition of the Eastern Shiping Company's fleet by the British India. The Eastern Shipping Company, which operates between Penang, Klang and Singapore, runs in opposition to the British Steamship Company which has lately acquired the control of the interests of the Siam Steam Navigation Company.

The four-masted sailing vessel "Comet", which was recently sold by the Anglo-American Oil Company, Limited, to the Tank Storage and Carriage Company, Limited, London, has now been re-sold to German buyers for about £16,000. She is of 3,014 tons gross and 2,590 tons net register, and built at Port Glasgow in 1901, with dimensions 323 ft. by 46 ft. by 26 ft. She is well-known in the Far East.

NEWS OF THE DAY.

The total output of the Kailan Mining and Industrial Co. for the week ending 13th July amounted to 27,018 tons and the sales during the period to 10,937 tons.

Mr. Melbourne evidently has a good memory. When a defendant was brought before him this morning on a charge of stamping receipts he exclaimed: "Hallo, I have seen this man before."

Many of the Chinese have not yet learned that it is wise to get out of the way of trams in the street. A man who ignored the approach of one near the Western Market was sent to hospital suffering from serious injuries.

A Chinese was sitting in the street yesterday when a thief stole a \$10 bill from his pocket and passed it to a confederate, who disappeared with it. The thief was chased and a man identified by complainant was charged at the Police Court this morning.

At the Marine Magistrate's Court this morning two passenger boat men were convicted of carrying more passengers on their boats than allowed by their license. One who carried nine in excess of his licence was fined \$5, and the other, who carried five excess, \$3.

The Mogul Line steamer "Ghaese," which was proceeding to Nicolaefsk and Vladivostok to load, went aground in the fairway outside of Nicolaefsk on June 23, but was refloated on the following day after she had been lightened, without having sustained any damage.

The salvage work of the British cruiser Bedford, which sank two years ago off Quelpart Island, was undertaken by Mr. Suzuki, a contractor in Yokohama, in the autumn of 1910. Owing, however, to the rough seas, says the Sanku Press, the result has so far been anything but satisfactory. During last winter the work was entirely suspended on account of the unfavourable weather, but operations were resumed in May last, and have since been continuously carried on. It is said that since the work was begun, brass and iron valued at Y. 6,280 and Y. 14,018 respectively have been recovered.

THE CASE OF THE KUTSANG.

Trial at Kobe.

It will be remembered that on May 1 last a deplorable accident occurred in Kobe harbour, as a result of which six stowaway coolies and a Chinese tallyman lost their lives, says the "Kobe Chronicle." The British India steamer Kutsang was preparing to leave port at 6.30 in the morning. The loading having been completed, the propeller was being tested about an hour before the ship was to sail. During the test a lighter which happened to be in the vicinity was swamped with water, and the coolies in it, fearing the lighter would sink, jumped into a small steam launch which was to tow the lighter away. The launch, however, was much too small for such a large number of men, and she heeled over, got swamped, and went down. All the men in her at the moment, about fifty, were of course thrown into the water. Most of them were picked up in a few minutes by other craft which happened to be in the vicinity, but seven men, one of whom was a Chinese, went down with the launch and were drowned.

The accident, attended as it was with so much loss of life, naturally caused a sensation in the harbour. The local Court-at-once gave orders for the departure of the Kutsang to be delayed pending an inquiry. A preliminary investigation was thereupon held, and the Court allowed the Kutsang to leave on condition that all the officers on board at the time should return in her on the next voyage. The Captain and officers readily gave this undertaking, and the Kutsang was permitted to leave port about eight o'clock the same evening.

The trial took place on the vessel's return to Kobe, at the conclusion of which the second officers, Mr. J. A. C. Taylor, was fined Y. 500 or, in the alternative, to undergo 250 days simple imprisonment. The charge made against Mr. Taylor was of gross negligence resulting in the drowning of seven men. The Court took the view that Mr. Taylor was responsible for the accident inasmuch as he rang the signal for the stand-by order, which started the trial revolution of the propeller, when he must have been aware of the fact that a steam launch and a lighter were close to the propeller at the time. But it was argued that all was clear when he inspected the stern of the ship, and it was after he left the poop that the ill-fated craft came within the danger zone. He had to leave the poop at the time as there was no third officer on board, otherwise it would not have been necessary.

The "Kobe Chronicle" contends that for this reason, it is evident that, if anyone was to blame, it was not the second officer, but the steamship company, the vessel not having sufficient officers. Much sympathy is no doubt felt for Mr. Taylor. Later Japanese papers mention that shortly after the accident, the Indo-China Steam Navigation Co. paid to the families of the men who lost their lives Y. 2,820 each, besides providing a new steam launch in lieu of the one sunk.

BE PREPARED.

BUY IT NOW. Chamberlain's Colic, Cholera and Diarrhoea Remedy is almost certain to be needed before the summer is over. Buy it now and be prepared for a cholera emergency. For sale by all Chemists and Druggists.

TYFHOON WARNING.

The following telegram received from the Manila Observatory this morning by the American Consul General has been accordingly sent us for publication:—July 30, 10 a.m. Depressed northern part China sea advancing our hazard.

ARMED ROBBERY AT TAI HANG.

An armed robbery was committed yesterday afternoon at a house in Tai Hang village by three men. One of the robbers was caught by the villagers and handed over to the police; the others got away with the property they had stolen. The man arrested had goods valued at \$17 in his possession. He was brought up at the Magistrate's Court and remanded.

A TIENTSIN COMPANY.

Today's Application in Supreme Court.

In the Supreme Court to-day before the Chief Justice a petition was brought forward by the Hon. Mr. C. G. Alabaster, for the confirmation of a special resolution for the reduction of the capital of the Crystal Company, Limited, Tientsin. His Lordship granted confirmation.

KWANGTUNG NEWS.

THUNDER BOMBS IN THE TUNG KUN DISTRICT.

It has been reported that there has been considerable loss of life at a place called To Kau in the Tung Kun District. From the report before us, it appears that there have been two big clans, one of them has been recently strengthened by many recruits. This powerful clan, some of its members have been pillaging their neighbours, and in many ways doing harm to others. It came to pass that the magistrate, bent on improving the condition of the countryside, started on an expedition, whose object was the destruction of these robbers. He, therefore, arranged to be accompanied by not less than two hundred soldiers. These latter were in two boats, whilst their leader was in the steam launch that towed them to their destination. But the robbers were not ignorant of what was going on, and for that matter seldom are, though one hardly knows how it is that they get in touch with most of the facts that concern them. But they do. So they made their own arrangements, and hid their boats at a satisfactory place on the banks of the river. When the steam launch reached the spot, fire was opened on the boats, and the bullets fell as do drops on a rain storm. Whether in their panic those in the launch felt the hammer, or whether it was shot away, does not clearly appear. But presently the two boats were left helpless upon the river's surface. Consequently they were exposed to the deadly fire of the robbers. It is said that some of the soldiers returned the fire. Many, however, seized their rifles and sprang into the water, and so were drowned or escaped as the result happened to be. Afterwards, when the roll call was finished, it was found that more than two hundred had dwindled down to more than one hundred. Of course, there was great distress everywhere, as for as it concerned those who went to the attack. It is further reported, however, that the struggle did not end there. Soon after another expedition was organized, which was able to reach the place, where the robbers had made their stronghold. Then there was a lot of fighting. It is said that the soldiers fought with great fury and courage, because they had not forgotten what their comrades had suffered. The results of this fight were that many were killed on both sides, though what the exact numbers were does not appear. It is reported, however, that more than thirty houses belonging to the robbers were burnt to the ground, and so there was destruction on both sides. Such scenes apparently are not infrequent in the interior at present, but this is one of the worst recently reported.

EAST RIVER AND LEMIN.

The Canton Chamber of Commerce has been recently in communication with the Governor-General in regard to the payment of certain lekin duties on the East River. These duties concern the food of the people, and, therefore, it is affirmed they should not be levied. The despatch was handed over to the President of the local treasury for annotation and conclusions. He has voted against the granting of freedom, on the ground that at this time the treasury is nearly empty, and money must be had from somewhere for the carrying on of the Government. The commodities of the list are sweet potatoes, water chestnuts, taro, and ordinary fruits. It seems strange to us that such things as these should be taxed, as they pass from the country fields to the great cities. It appears that the lekin stations were opened on this river by the old Government about twenty years ago, and for the present they must remain. There is, on occasion, however, granted. There shall be no tax levied upon sweet potatoes, inasmuch as they form the staple food often enough of those who cannot afford to buy rice. But the other things, and especially fruits, are and may be regarded as luxuries, that are mostly in the region of the rich man's domain, and so they must be taxed as before. But a higher court will decide.

NEW DEPARTMENTAL SCAVENGING SCHEME.

A minute appeared on the agenda by the President relative to the proposed departmental scavenging scheme for the city of Victoria to be inaugurated January 1st, 1914. The President said the scheme was a large one and he suggested the appointment of a select committee to consider it. There was one point which would have to be settled and that was whether the scheme, if carried out, was to be enforced next year or the year after, in order that provision could be made in the estimates is necessary.

The scheme was referred to the following Select Committee: The President, Messrs. Dowley and Chen Kai Ming.

REMOVAL OF CEILINGS.

A minute by the Medical Officer of Health relative to the removal of ceilings in top floors was read, in which he suggested that 80 cents per square yard be paid as compensation for replacing ceilings on top floors which have been approved by the Building Authority. The suggestion was adopted.

SECOND EDITION

Stop Press News

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. The President Mr. F. D. C. Wells presided and there were also present: Hon. Mr. W. Chatham (Vice-President), Colonel Irwin, Hon. Mr. E. R. Hallifax, Dr. Fitzwilliams, Messrs. F. B. L. Bowley, W. L. Carter, Ng Hon Tse, Chan Kai Ming, Dr. F. Clark (Principal Medical Officer), Dr. T. Pearce (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

TRAINING OF NULANS.

A letter was read from the Government relative to the recommendations for the training of nullans during 1913.

Mr. Bowley mentioned: Colonel Bedford's report was not before the nullah committee. Refer back to committee for consideration.

The President said he thought Mr. Bowley's suggestion was the best way of dealing with the matter. The programme for next year seemed so large that some would have to be left out, but he called attention to the need of dealing with King's Path.

Mr. Bowley's recommendation was adopted.

THE APPLICATION.

An application was received from the Peak Hotel for permission to erect three conveniences there. From correspondence which had passed it appeared that it was intended to draw the flushing water from the public mains. The Secretary of the Board wrote asking if any other source of supply was available and in reply the applicants pointed out that there was no public convenience at the Peak; and they would undertake if the application were granted, to keep the conveniences open to the public.

Mr. Bowley mentioned: Grant on condition of public access. Mr. Carter mentioned: It seems very desirable that there should be a public convenience for others than Chinese coolies at the Peak. The Hon. Mr. Chatham mentioned: According to the plan accompanying the application the water-closet and urinals will be situated inside the building and can only be approached through the buildings. Under these circumstances they can scarcely be available for public use in the ordinary meaning of the term.

The President said the objection of the Medical Officer of Health was that it was proposed to take the water for flushing from the mains. It had been usual and in fact the rule to practically refuse every application of this sort owing to the fact that there was not always sufficient water available for the Chinese community and if the supply was drawn on for such purposes they would probably suffer still further.

Dr. Fitzwilliams observed that they were promised very shortly a further very large supply from Tytan.

The President said the application might perhaps be renewed when this came about.

Mr. Carter suggested the applicants should reconsider the position of the building and erect it near the Peak Tram Station.

It was decided to refuse the application on the ground that the suggested source of water-supply is unsatisfactory and that the position indicated is not sufficiently accessible to the public.

NEW BYE-LAWS.

The old bye-laws relative to stairways and ceilings were repealed, and the new set recently framed by a Select Committee and passed, formally substituted.

REMOVAL OF CEILINGS.

A minute by the Medical Officer of Health relative to the removal of ceilings in top floors was read, in which he suggested that 80 cents per square yard be paid as compensation for replacing ceilings on top floors which have been approved by the Building Authority. The suggestion was adopted.

Peas are so prolific in the x. h. season that in many cases 250 an acre has been refused for the growing crops.

BY TELEGRAPH.

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DEATH OF THE MIKADO.

PASSES AWAY
PEACEFULLY.ROYAL FAMILY AND CABINET
PRESENT.(Reuter's Service to the China Mail.)
London, July 29.

Reuter's correspondent at Tokyo has telegraphed that the Mikado is dead.

THE CABINET AT THE PALACE.

An earlier telegram from Tokyo stated that the Mikado was in a comatose condition, and that the Cabinet had gathered in an adjoining room.

PRINCE KATSURA.

Prince Katsura, the eminent Japanese Statesman, left St. Petersburg for Tokyo yesterday.

THE LATE MIKADO.

The deceased Emperor was in his 61st year. His Imperial Majesty Mutsuhito was the 121st Emperor of Japan and was born at Kyoto on the 22nd day of the 9th month of the 5th year of Kaei (Nov. 3rd, 1852), second son of the late Emperor Meiji. Heir Apparent on the 28th day of the 9th month of the 1st year of Man'yō (Nov. 10th, 1860); succeeded to the throne on the death of his father, on the 9th day of the 1st month, 3rd year of Keio (Feb. 1st, 1868). On the 8th day of the 9th month, 4th year of Keio (Oct. 23rd, 1868), the Emperor chose the name of Meiji to designate the era of his reign and married on the 28th day of the 12th month, 1st year of Meiji (Feb. 9th). Her Imperial Majesty Haruko, the Empress of Japan, third daughter of Ichijo Tadaku, noble of the 1st rank, born on the 17th day of the 4th month, 3rd year of Kaei (May 24th, 1850).

THE NEW EMPEROR.

Yoshihito, Haru-no-miya, the 3rd son, was born on the 31st Aug., 1879. He was nominated Heir Apparent on August 31st, 1887; proclaimed the Crown Prince on the 3rd Nov., 1888, and decorated with the Grand Order of Merit and Grand Insignia of the Imperial Chrysanthemum, appointed an Ensign in the Imperial Bodyguard Infantry on the same day and was a Captain till Nov. 3rd, 1898, when he was promoted to Major, being at the same time appointed a Lieutenant-Commander in the Navy. On the occasion of the Emperor's 5th birthday (Nov. 3rd, 1901), he was promoted to Lieutenant-Colonel and also to Commander in the Navy at the same time. In honour of the Emperor's birthday in 1903 the Prince was made Colonel and simultaneously Captain in the Navy. He became a Lieutenant-General and a Vice-Admiral on Nov. 3rd, 1909.

The Prince was married to Princess Sadako, fourth daughter of Prince Kujo Michitaka, on May 16th, 1900.

(Independent News Agency's Service to the China Mail.)

Tokyo, July 30.

His Majesty, the Emperor, died at 12.43 this morning.

On the announcement being made the whole city was shrouded in agitation and sorrow was felt.

A TRUE LEADER OF HIS COUNTRY.

A Japanese correspondent writes that the late Mikado, during his reign of forty-five years, was looked upon by his subjects as "the mightiest of Emperors" and was even worshipped by them. To him they attributed Japan's advance "from a little, semi-civilized country to the rank of world power." He was looked upon as a leader in the true sense of the word, even by so sagacious a statesman as the late Prince Ito. He was very energetic and very benevolent towards his people. He was also a skillful composer of verse, as is evident from his ode entitled "Uta."

The Crown Prince, Yoshihito, will duly succeed the late Emperor. The Prince was educated according to modern ideas, and is well-versed in French as well as in English. He is very popular among the people.

TELEGRAM FROM HONGKONG.

We are informed that the Japanese Consul-General at Hongkong has sent a telegram of condolence to the Royal Family on behalf of the Japanese residents in the Colony.

AN EXCELLENT REMEDY FOR

AN excellent remedy for diarrhoea can be obtained from a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is a simple, safe, and reliable remedy for all cases of diarrhoea. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

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THE WORLD'S SCULLING CHAMPIONSHIP

BARRY BEATS ARNST.

(Reuter's Service to the China Mail.)

London, July 30.

In showery weather the Sculling Match for the Championship of the World took place between Barry and Arnst yesterday on the Thames, over a course from Putney to Mortlake.

Arnst won the heat, and took up his position on the Surrey station. He led at first, making 33 strokes in the first minute against Barry's 25. Arnst led by two lengths at Chiswick, by half a length at Hammersmith, but soon afterwards Barry was level, and he led by three lengths at Barnes.

Arnst made a desperate spurt, but failed to sustain it, and ceased rowing 80 yards from the winning post.

The time taken was 23 minutes 8 seconds.

LATER.

Arnst gave up just before the post.

(Note:—Ernest Barry, of Wandsworth, holds the professional Sculling Championship of England, having beaten in May of last year, William Albany, of Lea Bridge, and in September, 1911, William Henry Fowell, of Australia. The races were rowed over the championship course, Putney to Mortlake, on the Thames.

R. Arnst, New Zealand, was the World's Champion Sculler in 1904, 1909 and 1910. He beat Barry for the championship in 1910.)

GREAT BRITAIN AND THE PANAMA CANAL BILL.

(Reuter's Service to the China Mail.)
London, July 30.

A Washington communique indicates that Great Britain will not press the argument re the Panama Bill until the Bill is passed. Meanwhile, the Bill has been delayed by a coalition of progressive Republicans and Democrats in the Senate, who, during the past week secured the passage of Bills revising the wool and sugar duties. The former Bill is identical with the Bill voted in 1911 and the Sugar Bill reduces duties considerably.

THE PUTUMAYO ATROCITIES.

REFORMS PROMISED.

(Reuter's Service to the China Mail.)
London, July 30.

Reuter's correspondent at Lima states that the President of Peru has sent a message to Congress with reference to the British representations regarding the Putumayo atrocities. He says that his own Government has sent a Commission to investigate the crimes and to punish offenders, as well as to prepare a general scheme of reform.

MARRIAGE QUESTION IN CANADA.

(Reuter's Service to the China Mail.)
London, July 30.

The Privy Council have decided that the Canadian Dominion Bill legalizing the marriages of Protestants with Catholics throughout the Dominion is ultra vires. The contention of Quebec Catholics that such a Federal Bill is inapplicable to the Province is thus sustained.

IMPORTANT NAVAL APPOINTMENTS.

(Reuter's Service to the China Mail.)
London, July 30.

Mr Deyncourt, Naval Architect, of the firm of Armstrong-Whitworth, has been appointed Director of Naval Construction. Mr Whiting, Assistant Director, has been appointed Director of Contract Work. Mr Berry, Chief Constructor at Malta, replaces Mr Whiting.

GREAT BRITAIN AND THE MEDITERRANEAN.

THE MALTA REINFORCEMENT.

(Reuter's Service to the China Mail.)
London, July 29.

The Times states that the reinforcement of the torpedo flotilla at Malta will consist of twenty boats. Those have already been selected.

BY TELEGRAPH.

[Copyright.]

HOME RACING.

THE STEWARDS' CUP—GOODWOOD.

Probables and Jockeys.

(Reuter's Service to the China Mail.)

London, July 30.

The following are the Probable starters with their jockeys for the Stewards' Cup (4 furlongs) to be run at Goodwood today:—Runymede (Jellies), Golden Rod (Maher), Absurd (Wootton), Braxiatel (Wister), Grammont (Doyle), Rushti (Martin), Prester Jack (Whentley), Poor Boy (Liggins), Hall Cross (F. Tappin), Castleton (Rickaby), Bachelor's Tax (Donoghue), Aiglon (Whalley), Jessica (Robbins), Cataract (Piper), Uncle Pat (Trigg), Canonite (Ringstead), Master Hopson (Bullock), Zehre (W. Huxley), Sanicle (Watson), Grayling (Butchers).

No jockeys have yet been engaged for Spanish Prince, Sunflower, Beaupaire, Thaddeus, Tangaroa, Favolt, Mediator and Peggy Hyland.

BETTING.

The latest betting for the Stewards' Cup is:—100 to 11 Rushti; 100 to 11 Aiglon; 100 to 8 Braxiatel; 100 to 7 Golden Rod, Prester Jack, Absurd and Bachelor's Tax; 100 to 6 Poor Boy; 25 to 1 Zehre.

SCRATCHING.

Quantoack was scratched at one o'clock on Saturday.

THE LONDON STRIKE.

TROUBLE NOT ENDED.

(Reuter's Service to the China Mail.)

London, July 30.

Mr Orbell to-day announces on behalf of the men that the strike will be resumed, but this does not affect the situation at the docks, where work is active with a continuously increasing staff. Many of the men have undoubtedly returned within the last few weeks, but thousands now find that their places have been filled, and the employers maintain a firm attitude.

THE STEVEDORES.

On the recommendation of the Stevedores' Union, sixty per cent of the stevedores have resumed work, and more are expected to return.

A PIER COLLAPSES.

100 PEOPLE IN THE WATER.

Many Drowned.

(Reuter's Service to the China Mail.)

London, July 29.

While crowds were awaiting the arrival of steamers at Binn, Ruegen Island, on the Baltic Sea, the balustrade of the pier broke and over a hundred persons were precipitated into the water.

The majority were saved, but many were drowned. Already fourteen bodies have been recovered.

LATER.

The rescued are waiting to be taken round by the German fleet, the officers and bluejackets of which jumped into the sea and rescued many. The doctors of the warships also did splendid work.

UNEASY PARENTS.

Canon James, headmaster, at the presentation of prizes at Malvern College said that some boys were taken away from the school earlier than usual to be the case. Parents were made nervous by Mr Lloyd George's finances. The were uneasy as to the "hen roost" which might next be attacked.

BRITAIN, NOT ENGLAND.

On complaint from the St. Andrew Society of Glasgow Mr Churchill has agreed to omit the words "Britain" for "England" in the hymn sung at the launching of ships of the Navy, thus:

May Britain's name, her destiny, her woe,
Be men of might, brave hearts and true.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

FEW, if any, medical preparations have stood the test of time so long as Chamberlain's Colic, Cholera and Diarrhoea Remedy. The remarkable cures of colic and diarrhoea which it has effected in every household have given it a wide reputation. For sale by all Chemists and Storekeepers.

SECOND EDITION

Stop Press News

A QUESTION OF PARTNERSHIP.

Case Before Full Court To-day.

The Chief Justice (the Hon. Mr. Hoos Davies) with the Hon. Mr. J. J. Gompertz (Puisne Judge) had before their consideration to-day a case in which a question of partnership in a Chinese firm was involved.

The plaintiffs were the Fook Lung firm, and the defendants were the Lai Yuen Firm, the Cheung Yuen Firm, the Sai Kee Firm, as partners in the Yan Wo Firm, and Chan Kit Shan.

According to the Statement of Claim, the plaintiffs are a firm of opium buyers carrying on business at No. 95, Jervis Street.

The Hon. Mr. H. E. Pollock K. C., and Mr. Eldon Potter (barristers) appeared for the plaintiffs, while the Hon. Mr. C. G. Alabaster represented certain of the defendants.

It was stated that the judgment of the late Chief Justice (Sir Francis Pigott) was that an account be taken by the Registrar of the Court of all partnership dealings and transactions between the plaintiffs and the defendants as co-partners in the new Yan Wo Firm, after the 4th August, 1909, the date of the last balance sheet of the said firm, upon the assumption that all the balance sheets of the firm, from the commencement up to and inclusive of the last balance sheet, were accurate. The statement of such accounts were also to include the totals of profits and losses. And such totals only may be varied, and that it may be ordered and adjudged that the said accounts shall be taken from and after March 1st, 1885, in the alternative, that the plaintiffs might be at liberty to surcharge and falsify the said accounts in regard to the matters which were referred to in certain clauses of the reply filed in this particular action, and also in regard to other items in the balance sheets of the firm.

The statement further said the "plaintiffs do pay to the defendants all such costs incurred up to and including December 4th, 1911, as were occasioned by the plaintiffs' claim in respect of the said costs of the action since that date, and that the costs of the defendants, other than the costs ordered to be paid by the plaintiffs, be paid to the defendants out of the assets of the firm, and that they may be varied by directing that the costs of the action of all parties other than the costs of those appealed may be taxed and may be put out to the assets of the Yan Wo Firm.

The Hon. Mr. Pollock said that the case was an appeal from the judgment of the previous Chief Justice (Sir Francis Pigott) which was delivered in action on March 28th last.

The plaintiffs' claim in the first instance was:—

"That partnership between the plaintiff firm and the defendant firms under the style of the Yan Wo Firm be wound up."

"That an account be taken of the partnership dealings between the plaintiff firm and the defendants."

"Payment to the plaintiff firm of the sum found due to them on taking such account."

"That an account be taken of the money received by the defendants for the use of the plaintiffs in respect of a licence to use the plaintiffs' trade mark."

Mr. Pollock stated that it was an action by one partner against four other partners asking for dissolution. The Yan Wo Firm came into existence sometime in the spring of 1885. They did business in opium and carried on business at Hongkong and Macao. The premises abutted upon two streets and had two numbers. One frontage was 68, Bonham Street, and the other No. 24, Cleverly Street. The defendants in this action put in certain pleas in their defence for the purpose of trying to show that the plaintiffs were not entitled to a prima facie right.

The Hon. Mr. C. G. Alabaster put forward the case for the defence. The case was not concluded at the time of going to press.

THE LADY'S VEIL

In the King's Bench Division, London, Mr. Justice Scrutton said to a lady witness: "Kindly take your veil off madam. I don't know why ladies attending this court dressed as if they were going to Ascot."

ODD USE FOR NEWSPAPERS.

OF British newspapers are in great demand for all paper in Newchwang, China, says a Home paper. Last year 37,606 hundredweight of newspapers, valued at nearly £2,000, were imported for the purpose.

NOTICE.

I have purchased the business of Watkins

Ld., (in Liquidation)

which will be carried

on under the name

and style of

QUEEN'S
DISPENSARY

(Watkins & Co.)

WITH

Mr G. Harper,

Pharmaceutical Chemist,

AS

MANAGER.

CH'AN A FOOK.

Hongkong, July 30, 1912.

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FOR BOSTON AND NEW YORK.

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NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS.

with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Proposed Sailings from Hongkong.

| Steamer from Hongkong. | On or about | Connecting at Calcutta with | on or about |
|------------------------|-------------|-----------------------------|-------------|
| G. APCAR | 27th July | | |
| KUTSANG | 31st July | | |
| KUMTANG | 2nd Aug. | | |
| A. APCAR | 11th Aug. | | |

A Steamer

For Freight and further particulars apply to

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THE UNDERWOOD TYPEWRITER

"The Machine you will eventually buy."

HORNSBY STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS.

OVER 11,000 IN DAILY USE.

HORNSBY OIL ENGINES.

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EXPANDED METAL FOR REINFORCED CONCRETE.

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All kinds of Machinery and Engineering Supplies.

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VARIOUS OTHER MANUFACTURERS.

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OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice

either for Deck or Engine Room use.

Orders for Supplies will be received at the Company's Office:

QUEEN'S BUILDINGS, HONGKONG.

DODWELL & CO., LTD., GENERAL MANAGERS.

THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1825).

This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

For prospectus and full particulars apply to

DODWELL & CO., LTD., Agents.

KIRIN BEER.

A VERY LIGHT LAGER.

You may call it the Leading Japanese Beer or a Good German Lager.

THE BREWMASTERS ARE GERMANS.

The Raw Materials are all imported from Germany and Bavaria.

But the water is used from a famous Spring in Yokohama, noted not only for its absolute pure quality and softness but for its curative properties for Dyspepsia and other kindred diseases.

Kirin Beer is a Household word in Palaces, Embassies and the Foreign Residences in Japan, and has been awarded the Highest Medals wherever exhibited.

Price per Case 4 Dozen Quarts.....\$12.00.

per Case 6 Dozen Pints.....\$12.00.

SOLE AGENTS:

Gand, Price & Co., Ltd.,

Wine Merchants.

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

LANE, CRAWFORD & CO.

Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

| PORTS | VESSELS | To Sail | Remarks |
|--------------------------------|----------------------------|----------|----------------------|
| SHANGHAI, DELTA | Capt. S. RICHMAN | 1st Aug. | Freight and Passage. |
| LONDON, via Cape of Good Hope | DELTA | 1st Aug. | See Special |
| SHANGHAI, MOJI, KOBÉ, SARDINIA | Capt. E. P. MARTIN, R.N.R. | Aug. 20 | Freight and Passage. |
| LONDON & ANTWERP | PERA | 7th Aug. | Freight only |

P. & O. S. N. Co.'s Office. H. W. D. SHALLARD, Acting Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

| FOR VANCOUVER. | FOR LIVERPOOL. |
|-----------------------------------|-------------------------------------|
| From Hongkong. | From Quebec. |
| 1912 | 1912 |
| MONTEAGLE, Sat. Aug. 3. | ALLAN LINE, Fri. Aug. 30. |
| EMPERESS OF INDIA, Sat. Aug. 24. | EMPERESS OF BRITAIN, Fri. Sept. 20. |
| EMPERESS OF JAPAN, Sat. Sept. 14. | ALLAN LINE, Fri. Oct. 11. |

| FROM LIVERPOOL. | ARRIVE HONGKONG. |
|----------------------------------|--|
| To QUEBEC and RAIL TO VANCOUVER. | From YOKOHAMA via KOBÉ, NAGASAKI and SHANGHAI. |
| ALLAN LINE, Fri. June 28. | MONTEAGLE, Sat. July 27. |

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express train and at Quebec with Atlantic Mail Steamer as above. The 'Empress of Britain' and 'Empress of India' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, via Cape, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic, via Canadian Atlantic Port 243.

Via New York 245.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| DESTINATION. | STEAMERS. | SAILING DATES. |
|---|---|------------------------------------|
| MARSKILL, LONDON AND ANTWERP. | KAMO MARU, Capt. F. L. Sommer, Tons 16,000. | WEDNESDAY, 31st July, at Daylight. |
| SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID. | AKI MARU, Capt. R. Kori, Tons 12,000. | WEDNESDAY, 14th Aug., at Daylight. |
| VICTORIA, B.O. & SEATLE, via KEELUNG. | YOKOHAMA MARU, Capt. K. Noda, Tons 12,500. | TUESDAY, 13th Aug., at 4 p.m. |
| SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA. | INABA MARU, Capt. S. Tomianga, Tons 12,500. | TUESDAY, 27th Aug., at 4 p.m. |
| SYDNEY and MELBOURNE. | YAWATA MARU, Capt. T. Sekine, Tons 7,000. | FRIDAY, 2nd Aug., at Noon. |
| DAY ISLAND, TOWNS, VILLAGE and BRISBANE. | NIRKO MARU, Capt. M. Yagi, Tons 6,000. | FRIDAY, 30th Aug., at Noon. |
| NAGASAKI, KOBÉ AND YOKOHAMA. | NIKKO MARU, Capt. M. Yagi, Tons 9,600. | WEDNESDAY, 31st July, at Noon. |
| SHANGHAI, MOJI AND KOBÉ. | BOMBAY MARU, Capt. T. Noguchi, Tons 6,000. | WEDNESDAY, 31st July. |
| KOBÉ & YOKOHAMA. | KAGA MARU, Capt. Tabata, Tons 12,000. | THURSDAY, 1st Aug., at 5 p.m. |
| BOMBAY, via SINGAPORE, COLOMBO. | BAKATA MARU, Capt. H. Nomura, Tons 12,000. | MONDAY, 6th Aug., at Noon. |
| SHANGHAI & KOBÉ. | JINSIN MARU, Capt. Michida, Tons 4,000. | MONDAY, 12th Aug., at Noon. |

§ Fitted with new system of wireless telegraphy. † Cargo only.

CALCUTTA LINE.

| | | |
|--|--|---------------------|
| SINGAPORE, PENANG, LANGKUN & CALCUTTA. | CEYLON MARU, Capt. Tazawa, Tons 6,000. | FRIDAY, 2nd August. |
|--|--|---------------------|

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMERCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

| Yokohama Return. | Aobe Return. | Moji Return. | Nagasaki Return. |
|------------------|--------------|--------------|------------------|
| 1st class \$135 | \$122 | \$108 | \$95. |
| 2nd class \$ 81 | \$ 75 | \$ 65 | \$ 57. |

With option of Fall between Steamer's calling ports in Japan.

For further information as to Freight, sailings, etc., apply to Telephone Nos. 292 & 1241.

T. KUSUMOTO, Manager.

Shipping.

? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

WHY NOT See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

AND THE WAY Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

| | | |
|--------------------------|----------|-----------------------|
| Mongolia.....27,000 Tons | Starting | Aug. 6th, at 1 p.m. |
| Persia.....9,000 | " | Aug. 27th, at 1 p.m. |
| Korea.....18,000 | " | Sept. 3rd, at 1 p.m. |
| Siberia.....18,000 | " | Sept. 17th, at 1 p.m. |
| China.....12,000 | " | Sept. 24th, at 1 p.m. |
| Manchuria.....27,000 | " | Oct. 1st, at 1 p.m. |
| Nile.....11,000 | " | Oct. 15th, at 1 p.m. |
| Mongolia.....27,000 | " | Oct. 28th, at 1 p.m. |

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA,
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER
Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| Steamer | Captain | Date of Sailing. |
|-------------|--------------|--------------------------------|
| Nippon Maru | A. G. SEVYEN | Tuesday, 13th Aug., at Noon. |
| TENYO MARU | E. BENT | TUESDAY, 20th AUGUST, at Noon. |
| SHINYO MARU | H. S. SMITH | TUESDAY, 10th SEPT., at Noon. |
| CHIYO MARU | W. W. GREENE | TUESDAY, 8th OCT., at Noon. |

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| Steamer | Tons | Date of Sailing |
|---------------|-------|---------------------------------|
| Kiyo Maru | | Tuesday, 6th Aug., at 5 p.m. |
| BUYO MARU | | FRIDAY, 4th OCTOBER, at Noon. |
| HONGKONG MARU | | TUESDAY, 3rd DECEMBER, at Noon. |

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

| Outward. | Homeward. |
|-------------------------------------|---------------------------------|
| For Shanghai, Kobe & Yokohama | For Marseilles, Havre & Hamburg |
| S.S. SUEVIA.....2nd Aug. | S.S. SUEVIA.....11th Aug. |
| S.S. PISA.....10th Aug. | For Havre, Rotterdam & Hamburg |
| S.S. O.J.D. AHLERS.....2nd Aug. | S.S. FLEET BULLOW.....13th Aug. |
| S.S. C. FRED. LAEISZ.....11th Sept. | For Havre, Bremen & Hamburg |
| S.S. ARCADIA.....24th Sept. | S.S. GOLDENFELS.....23rd Aug. |
| | For Havre, Rotterdam & Hamburg |
| | S.S. BILGAVIA.....6th Sept. |
| | For Havre & Hamburg |
| | S.S. SUEVIA.....11th Sept. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|------------------------------|----------|-------------------|
| SHANGHAI | CHINCHU | Aug. 1, at 4 p.m. |
| SHANGHAI | ANNUI | Aug. 3, Midnight. |
| MANILA, CEBU & ILOILO | KAIFONG | Aug. 6, at 4 p.m. |
| WEIHAIWEI, CHEFOO & TIENTSIN | KUICHOW | Aug. 8, at 4 p.m. |

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tea' & 'Tanning'. Saloon accommodation: Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a 'Tanning' is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Cheun, Liann, Chinghu)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE

SHANGHAI TO ANIUNG, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to

Telephone No. 38.

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|-----------------------------|---------------------|--------------------|
| SINGAPORE, PENANG & KUTSANG | WEDNESDAY | July 31, at Noon. |
| SHANGHAI, KOBÉ AND MOJI | THURSDAY | Aug. 1, at 4 p.m. |
| SHANGHAI via NINGPO | FRIDAY | Aug. 2, at Noon. |
| MANILA | LOONGSANG, SATURDAY | Aug. 3, at 2 p.m. |
| SHANGHAI | YUENSANG, MONDAY | Aug. 5, at 4 p.m. |
| TIENTSIN via WEIHAIWEI | CHONGSHING, TUESDAY | Aug. 6, at Noon. |
| MANILA | YUENSANG, SATURDAY | Aug. 10, at 2 p.m. |

RETURN TOURS TO JAPAN. (Occupying 34 days).

The steamers Kutsang, Namong and Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Loising and Tamsang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chioo, Tientsin, via Chingwan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. ITOLLA, 5257 tons, Captain W. W. TUCKER, will be despatched for YOKOHAMA & KOBÉ on the 2nd August, at Daylight. To be followed on the 10th August by S.S. MUTTRA, Capt. H. CARY, taking cargo and passengers at current rates.

WESTWARD

The S.S. ITINDA, 5251 tons, Capt. A. J. EVANS, will leave Hongkong for SINGAPORE, PORT SWETTENHAM, PENANG and RANGOON on the 30th July, at Noon; followed by the S.S. FULTALA, Capt. H. W. TALLENT, on the 5th August, at noon, and S.S. FAZILKA, Capt. COMACK, on the 9th August, at Noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

Hongkong, July 19, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| For | Steamers | Date of Departure. |
|-------------------------------------|-----------------|--------------------|
| LONDON, LEITH AND ANTWERP. | PENBROKESHIRE | about 10th August. |
| SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA | DEN OF GLAMIS | about 25th August. |
| LONDON, LEITH & ANTWERP. | CARMARTHENSHIRE | about 3rd Sept. |
| SHANGHAI, KOBÉ AND YOKOHAMA | FLINTSHIRE | about 20th Sept. |

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. ARRATOON APCAR, 4,450 tons, Capt. F. M. Austin, will be despatched to KOBÉ and MOJI (YOKOHAMA if sufficient inducement offers) on 6th August.

WESTWARD.

S.S. TORILLA, 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched as above on 31st July, at 1 p.m.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, July 24, 1912.

'HONGKONG'S MUSICAL HISTORY'

BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the CHINA MAIL.

Price..... 50 cents

Shipping



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain E. P. MARTIN, R.N.R., carrying His Majesty's Mail, will be despatched from the for BOMBAY, on SATURDAY, the 3rd August, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Adolphe 12,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed, via Bombay by the S.S. Himalaya due in London on the 15th September, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, July 20, 1912.

983

AMERICAN & MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINE, LTD.)

FOR BOSTON & NEW YORK.

THE Steamship KANSAS, Captain R. LINTLATER, will be despatched from this Port on or about the 9th August.

For Freight and further particulars, apply to

THE BANK LINE, LTD., General Agents.

Hongkong, July 5, 1912.

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HAMBURG-AMERIKA-LINIE.

FOR BOSTON & NEW YORK.

THE Steamship AMBRIA, Captain W. FAHM, will be despatched as above on or about the 31st of August, 1912.

For freight apply to

HAMBURG AMERIKA LINIE, Hongkong Office.

Hongkong, July 24, 1912.

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'THE CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

